

Aviation
FLIGHT REGULATIONS

History. This regulation supersedes FORSCOM Regulation 95-1, dated 1 February 1992, and FORSCOM Supplement 1 to AR 95-1, dated 30 November 1993.

Summary. This revision consolidates FORSCOM Supplement 1 to AR 95-1 and FORSCOM Regulation 95-1 into one publication. Because this publication has been revised extensively, the changed portions have not been highlighted. This supplement is issued to coincide with the revised AR 95-1, 1 September 1997.

Applicability. This regulation is applicable to FORSCOM Active Component (AC) and United States Army Reserve (USAR) units. This regulation is only applicable to Army National Guard units and personnel when they are in a Federal (ARNGUS) rather than State (ARNG) status. This regulation prescribes the basic procedures and policy guidance in establishing responsibility for managing and maintaining aviation assets assigned or attached to FORSCOM. The ARNG organizations must also refer to appropriate National Guard Regulations when not in Federal status.

Supplementation. Supplementation of this regulation is prohibited without prior approval of CDR, FORSCOM, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Change statement. Changes to this regulation are not official unless authenticated by CDR, FORSCOM, ATTN: AFOP-AV, 1777 Hardee

Avenue, SW., Fort McPherson, GA 30330-1062. Changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent of this regulation is the FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to CDR FORSCOM, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Restrictions. Approved for public release; distribution unlimited.

FOR THE COMMANDER:

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SIGNED

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Distribution is for command levels A,B,C,D, and E.

Copies furnished: HQ FORSCOM, AFCE-A (record set)

Army regulation 95-1, dated 1 September 1997 is supplemented as follows:

Page 2, paragraph 1-7. Add subparagraph 1-7c:

c. All requests for waivers to AR 95-1 and this regulation, not otherwise delegated, will be forwarded through command channels to FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 2, paragraph 2-1a(2)(b). Add the following: Commander, United States Army Reserve Command (USARC) for USAR units.

Page 2, paragraph 2-1a(3). Add the following: This authority is delegated to the first three star general in the chain of command, the Chief, ARNGB, and the Commander, USARC.

Page 2, paragraph 2-1a(4). Add subparagraph (d):
(d) All requests will be forwarded through

command channels to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 3, paragraph 2-4. Add subparagraph d and e:

d. Officers on limited cockpit duty will not receive operational flying duty credit or aviation career incentive pay unless otherwise entitled by the Aviation Career Incentive Act, Public Law 93-294 (DOD 7730.57).

e. If the aircraft operator's manual requires two qualified pilots as the minimum crew, limited cockpit duty aviators must be qualified in that aircraft. Limited cockpit duty aviators will be reported on the Unit Status Report (USR), Training Comment, by the supporting unit. Requests for limited cockpit duty will be forwarded to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 3, paragraph 2-8c(2). Add the following: FORSCOM installation commanders will designate an aviation unit to maintain flight records and aviation training records for aviation personnel assigned to non-operational aviation positions or those otherwise restricted from flying duty. If there is no aviation unit in residence at the installation, these records will be maintained with the individual personnel records.

Page 4, paragraph 2-9b. Add subparagraphs (1) and (2):

(1) A documented safety survey of the proposed landing area, by a qualified ASO/ASNCO, will be accomplished to ensure that safe flight operations can be conducted.

(2) Commanders will staff through supporting Staff Judge Advocate office all written land use agreements for tactical flight training areas and aviation unit field training sites. Environmental effects of repetitive training programs will be coordinated with the installation Environmental Specialist.

Page 5, paragraph 2-13. Add subparagraph e:

e. An information copy of all reports of alleged flight violations will be forwarded to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 within seven days of the incident. Where violations are significant or high visibility, make a telephonic notification to FORSCOM EOC first; followed up with a report as stated above.

Page 5, paragraph 2-14. Add subparagraph d: **Briefing officers**

d. Non-Commissioned Officers and non-rated civilian operations technicians may not be designated as Mission Briefing Officers. Commanders will verify Mission Briefing Officer designation in writing, to include chain of command briefing officers, and shall specify risk assessment approval authorities for each individual.

Page 5, Paragraph 2-15. Add subparagraph d:

d. The FORSCOM installation commanders will ensure that locally required noise abatement procedures and noise sensitive areas are published and disseminated.

Page 6, paragraph 3-6e(1). Add the following:

Aviation units will report helicopter OSA missions on the FORSCOM Form 1067-R, FORSCOM Helicopter OSA Post Mission Report (**Figure 3-1**). Reports will be submitted monthly to the CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 in conjunction with FORSCOM Form 503-R.

Page6, paragraph 3-6e(2). Add the following:

Installation OSA validators, if delegated, will be no lower than O-4, W-5, or GS-11 civilian grade without FORSCOM approval. Personnel of lesser rank, serving in an authorized O-4/CW5 position, may be designated as validators. Validators are required to coordinate with and attend the OSACOM validators' course prior to assuming their duties. All validators will be appointed in writing.

Page6, paragraph 3-6e(3). Add the following:

Installation OSA validators will ensure all rotary wing OSA support complies with DOD directives including the requirement to maintain OSA mission sheets on file for a period of two years. Approval for all OSA flight requests must be obtained. Approval authority will be within the chain of command and will be the rater/supervisor of the highest ranking traveler but, no lower than the company commander.

Page 6, paragraph 3-6e(4). Add the following: OSA mission compliance and validation is a special interest area during all FORSCOM Aviation Resource Management Surveys (ARMS).

Page 9, paragraph 3-15. Add subparagraphs e and f:

3-15.e. Class A, B and C Aviation accidents will be reported telephonically to the FORSCOM Operations

Center (EOC) as specified in FORSCOM Reg. 385-1.

3-16.f. Forces Command units will specify risk assessment approval authorities for aviation operations as follows:

(1) Low Risk Missions = Platoon Leader/Designated Briefing Officer.

(2) Medium Risk Missions = Detachment/Company Commander/Designated Briefing Officer or Higher.

(3) High Risk Missions = Company Commander (O-4 or higher)/Battalion/Task Force (O-5 or higher)/Facility Commander or Higher.

(4) Extremely High Risk Missions = First General Officer in the chain of command.

Page 10, paragraph 3-19. Add subparagraph d:

d. For aircraft maintained by a private contractor, a functional check flight (FCF) may be performed in lieu of a maintenance test flight IAW the Statement of Work.

Page 10, paragraph 3-20. Add paragraph e:

e. When required by the Statement of Work, contractor personnel will comply with AR 95-20. Army regulation 95-1, para 3-20b applies to contractors when included in the Statement of Work.

Page 11, paragraph 4-2c. Add the following:

The ATP requirements are waived for Aviators assigned to units or installations with no aviation assets available. Aviators will maintain a current flying duty medical examination in accordance with AR 40-501 and AR 600-105.

Page 11, paragraph 4-2. Add subparagraph d:

d. Unit waivers for ATP requirements will be submitted by the unit commander through the chain of command to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 11, paragraph 4-6. Add subparagraph c:

c. Programs Of Instruction (POI) for local transition training will be submitted through USAAVNC to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 for review and approval prior to the start of training.

Page 11, paragraph 4-8b. Add subparagraph (6):

(6) Flight surgeons or aero medical physician's assistants are considered minimum essential crewmembers during emergency procedures training (EPT) when there is a requirement for in-flight medical observation or evaluation. Flight Surgeons

and aero medical physician's assistants will not occupy a crew position with access to the flight controls.

Page 12, paragraph 4-10. Add subparagraph d:

d. All Flight Evaluation Boards (FEB) resulting in negative personnel actions will be forwarded through command channels to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 for information or action IAW AR 600-105.

Page 13, paragraph 4-11a. Add the following:

OH-58A/C and OH-58D aviators have no simulator requirements.

Page 13, paragraph 4-11g. Add the following:

Fixed-wing aviators may apply 6 hours of compatible simulator flight time to their semi-annual flying hour requirements. Fixed-wing aviators will complete aircraft specific refresher training in a compatible simulator within one year from the initial aircraft qualification and biannually thereafter.

Page 13, paragraph 4-12b. Add the following:

if the time and tasks are executed in the same class and category aircraft as defined in the current FAR.

Page 13, paragraph 4-16. Add subparagraph c:

c. Requests for DLQ training will be forwarded through CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 to Commander, COMNAVSURFLANT, N42, 1430 Mitscher Avenue, Norfolk VA 23551-2494. All requests for training will be submitted NLT 60 days in advance of the desired training dates.

Page 13, paragraph 4-17a. Add the following in the first sentence after "established in tactical":

"and MTOE/TDA"

Page 13, paragraph 4-17. Add subparagraph c:

c. Battalion and separate companies will establish accounts with the Army Reprogramming and Analysis Team (ARAT) at Eglin AFB, Florida. Commanders will ensure adequate support hardware is on hand to facilitate training and operations through the ARAT system.

Page 13, paragraph 4-17. Add subparagraph d:

d. An operational IFF/Mode 4 is required on all fixed and rotary wing aircraft sorties, with the exception of missions where this requirement would preclude the accomplishment of operational training.

(1) Units will conduct operational Mode 4 checks before or during flight, resources permitting.

(2) Inoperable Mode 4 equipment will abort the mission and require a return to base (RTB) except as noted above. Commanders may define mission abort criteria based on mission requirements.

(3) Units will submit Mode 4 operations report to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 quarterly. Reports are due by the end of the first full week of the next quarter. Reports will be consolidated at the highest aviation organization on the installation. Reports will include the number of Mode 4 capable aircraft by mission series, the percentage of Mode 4 capable aircraft, and the percentage of functional Mode 4 checks completed.

Page 14, paragraph 4-20. Add the following:
Duty designation may be accomplished by using the DA Form 7120 Commander's Task List.

Page 14, paragraph 4-20. Add the subparagraph b:
b. An aviator may be designated to perform flight crewmember duties in a maximum of two aircraft series groups (AR 95-1). The IP/SP/MP/ME duties may be designated in no more than two aircraft series groups for rotary wing aviators and no more than three aircraft series groups for fixed wing.

Page 14, paragraph 4-23. Add subparagraph d:
d. The MACOM authority as specified in paragraph 4-23c(4) and (e) is delegated to the first Three Star General in the chain of command except for foreign officers and dignitaries. Requests for foreign officers and dignitaries will be forwarded through command channels to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062, at least 20 working days in advance of the planned flight.

Page 14, paragraph 4-24. Add the following:
Copilot duties do not include manipulation of aircraft controls. Although copilots may occupy flight stations, they are not authorized to fly the aircraft.

Page 16, paragraph 4-36d. Add the following to the first sentence after "be Addressed" and in the second sentence after "be sent" through, CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 16, paragraph 4-37a. Add the following:

Commander FORSCOM, monitors the implementation of the U.S. Army Aviation Standardization Program in subordinate AC units, USAR units and by agreement with the National Guard Bureau, in CONUS based ARNG units.

Page 16, paragraph 4-36d. Add the following to the sentence after "be Addressed":
through, CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 16, paragraph 4-37. Add the subparagraph e:
e. Forces Command will conduct an annual Aviation Safety and Standardization conference. The conference will Address Aviation Resource Management Surveys (ARMS), and subtopic workshops, as well as, the FORSCOM Standardization Committee meeting.

(1) The USARC, numbered Armies and Corps will hold biannual aviation conferences in Addition to the annual standardization committee meeting.

(2) Minutes from subordinate conferences and meetings will be forwarded to the next higher command for review and/or approval. Send minutes forwarded to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 16, paragraph 4-37. Add subparagraph f:
f. The FORSCOM Standardization Committee will meet annually in the third quarter (FY) or at the call of the president. This meeting may be held by VTC. Members are:

ADCSOPS, FORSCOM, President.

DCSOPS, FORSCOM, Aviation Division Chief, Secretary.

DCSOPS, FORSCOM Senior ARMS Team Chief, Recorder.

DCSLR, FORSCOM Aviation Maintenance Division Chief, Member.

DCSOPS, FORSCOM Aviation Safety Officer, Member.

DCSOPS, FORSCOM Standardization Officer, Member.

DCSOPS, FORSCOM ATC Officer, Member.

DCSPIM, FORSCOM Flight Surgeon, Member.

ARNG, Aviation Division Chief, Member.

USARC, Aviation Officer, Member.

Corps and numbered Army Aviation Division Chiefs, Members.

DCSOPS, FORSCOM Aviation Division senior SME Flight Operations Specialist, Member.

Page 16, paragraph 4-37. Add subparagraph g:

g. Issues for the FORSCOM Aviation Standardization Committee will be submitted NLT the end of the second quarter (FY) to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062. The following format will be used:

Originating unit.

Issue Title (be concise).

Discussion (through information of the problem area).

Proposed solution (be specific).

Point of contact (name/phone/email).

Page 16, Add paragraph 4-40:

4-40. FORSCOM Aviation Resource Management Surveys (ARMS). Add subparagraph a:

a. The ARMS is designed to assist the aviation commander in assessing their organization's ability to accomplish wartime missions. The ARMS evaluates the management of unit aviation programs, provides staff assistance, and identifies internal and systemic issues for resolution.

b. The ARMS will include at a minimum all applicable functional areas found in the FORSCOM ARMS Commander's Guide. Special emphasis will be placed on functional areas directed by the FORSCOM Commander and as Addressed by DA and USAAVNC.

c. The ARMS findings will be provided to the inspected unit at the conclusion of the inspection. An executive summary of the inspection results will be forwarded to the unit through command channels.

(1) An overall rating of the unit is not made. Each inspectable functional area stands alone and will be rated accordingly.

(2) Functional area failures require a reply by endorsement through command channels to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

(3) Multiple functional area failures require a reinspection within 180 days.

d. An ARMS will be conducted for all FORSCOM AC, USAR, and ARNG components every 18 to 24 months. Some units, CONUS and OCONUS, may be inspected annually.

e. The FORSCOM ARMS teams are composed of subject matter experts from AC, USAR, ARNG, and DA civilian ranks. Fielded teams are augmented as required by SME from subordinate units.

f. Although ARMS are normally scheduled simultaneously with the DA/USAAVNC Directorate of Evaluation and Standardization (DES) inspection, scheduling and manpower constraints may preclude simultaneous execution.

g. Each Corps and USARC and parent unit headquarters will conduct an active ARMS assistance program, resources permitting. Teams should consist of attached aviation staff, or SME's from subordinate units. Assistance visits should be conducted in the opposite year as the FORSCOM ARMS inspection. Assistance visits are designed to ensure off year performance is maintained, and to identify potential problems for future operations. Assistance visit results are provided to each unit at the end of the visit and must be retained on file.

Page 17, paragraph 5-2a. Add the following:

1. The minimum runway type and width requirement for FORSCOM fixed wing aircraft is hard surface and 50 (fifty) feet wide.

2. Fixed wing aircraft will not operate from an airfield unless the following takeoff performance planning criteria are met:

(a) Accelerate-Stop Distance, for takeoff all fixed wing aircraft must have runway length, including stop-ways if available, equal to or greater than the accelerate-stop distance for the takeoff weight.

(b) Single Engine Climb Gradient, for takeoff all fixed wing aircraft must have at least a 200-foot per nautical mile single engine climb gradient.

3. The waiver authority for this paragraph is the first General Officer in the chain of command. All waivers will be properly documented and retained on file in the unit for two years.

Page 17, paragraph 5-2c(2). Add the following:

Aircraft will not be intentionally flown into forecast severe turbulence unless the mission is specifically approved by the unit or Aviation Support Facility (ASF) commander/supervisor (Major/GS-11 or higher) for AC and USAR; or briefed by a designated aircrew mission briefer (ARNG) IAW

State or OSACOM developed SOPs with established clearance procedures.

Page 21, paragraph 6-2.c(1)(a). Add the following: Headquarters, FORSCOM, DCSL&R, AFLG-FMMC-HT, is the proponent for dissemination and compliance of SOF messages among FORSCOM active component and USAR aviation units. It is responsible for MACOM policy and procedures for supervision of SOF message compliance, dissemination and reporting.

Page 21, paragraph 6-2d. Add the following: FORSCOM installations and FORSCOM aviation units on TRADOC installations will:

(1) Establish and maintain SOF Points of Contact (POC) who are responsible for supervision of the dissemination, compliance and reporting requirements of SOF messages for assigned units and support activities.

(2) Establish internal controls, reporting and operating procedures for strict compliance with SOF messages.

(3) Maintain reporting status and accounting records for all aircraft, components, and repair parts identified by the SOF message.

(4) Acknowledge receipt of each SOF message by return priority message, identifying those aircraft by serial number under your jurisdiction per the reporting section of the SOF message.

(5) Monitor and track SOF message compliance.

(6) Resolve SOF message compliance problems.

(7) Provide POC names, office symbol, phone and email information to FORSCOM and update information when changes take place.

Page 22, paragraph 6-6a. Add the following: Installations/units requesting exceptions or waivers to the provisions of SOF will send all requests through CDR, FORSCOM DCSL&R, ATTN: AFLG-FMMC-HT, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 to AMCOM. The AMCOM is the approving authority for exceptions to SOF provisions on all SOF messages other than fleetwide grounding. The AMCOM will return all requests that are not processed through Headquarters Forces Command.

Page 22, paragraph 6-10c(1)(a). Add the following: Headquarters, FORSCOM, DCSL&R, AFLG-FMMC-HT, is the proponent for dissemination and compliance of ASAM messages among FORSCOM active component and USAR aviation units. It is

responsible for MACOM level policy and procedures for supervision of SOF and ASAM message compliance and dissemination.

Page 22, paragraph 6-6d. Add the following: FORSCOM installations and FORSCOM aviation units on TRADOC installations will:

(1) Establish and maintain ASAM Points of Contact (POC) who are responsible for supervision of the dissemination, compliance and reporting requirements of ASAM messages for assigned units and support activities.

(2) Establish internal controls, reporting and operating procedures for strict compliance with ASAM messages.

(3) Maintain reporting status and accounting records for all aircraft, components, and repair parts identified by the SOF message.

(4) Acknowledge receipt of each ASAM message by return priority message, identifying those aircraft by serial number under your jurisdiction per the reporting section of the ASAM message.

(5) Monitor and track ASAM message compliance.

(6) Resolve ASAM message compliance problems.

(7) Provide POC names, office symbol, phone and email information to FORSCOM and update information when changes take place.

Page 23, paragraph 6-14b. Add the following: Installations/units requesting exceptions or waivers to the provisions of ASAM will send all requests through CDR, FORSCOM DCSL&R, ATTN: AFLG-FMMC-HT, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 to AMCOM. The AMCOM is the approving authority for exceptions to ASAM provisions on all ASAM messages. The AMCOM will return all requests that are not processed through Headquarters FORSCOM.

Page 30, paragraph 8-1f. Add the following: Commanders and installation aviation officers will:

(1) Provide overall staff supervision of ALSS activities.

(2) Coordinate with staff sections and commanders on matters pertaining to ALSE, ALSS training, and budgeting.

(3) Ensure that an appropriate ALSE budget is developed annually.

(4) Establish an ALSE message distribution methodology.

Page 31, paragraph 8-1j. Add subparagraph (7) and (8):

(7) Assist the ALSE officer in developing the annual budget and educational and promotional programs.

(8) Maintain property inventory control of ALSE.

Page 31, paragraph 8-5. Add the following:

Cockpit Voice Recorder (CVR) installed on a selected aircraft should be operational for all flights, however, a non-operational CVR will not result in mission cancellation.

Page 32, paragraph 8-11. Add subparagraph f and g:

f. The FORSCOM delegates seats out waiver authority to commanders of Corps, numbered Armies and USARC for air assault and air mobile operations in the UH-60 aircraft under the following conditions:

(1) The delegated waiver authority must review and approve or disapprove in writing each seats out training event on a case-by-case basis due to the high risk nature of the event. No blanket approvals authorized.

(2) No further delegation of this authority is authorized below the two star level.

(3) Units will develop an SOP for seats out operations. An example may be downloaded from the FORSCOM Aviation Internet site at <http://www.forscom.army.mil/avn>.

(4) Each seats out waiver request will include a thorough written risk assessment from the supported ground unit commander.

(5) A copy of the waiver and the risk assessment will be attached to the aviation unit mission briefing sheet.

g. Combined Training Center (CTC) Observer/Controllers (O/C's) are permitted to be transported in rotational unit aircraft that are rigged for seats out operations supporting air assault/mobile tactical operations provided the rotational unit has an approved seats out waiver.

Page 32, paragraph 8-12a. Add the following:

The survival vest, flight glove and flight helmet requirement for fixed wing multi-engine aircraft is waived.

Page 32, paragraph 8-12b. Add the following:

The pilot in command will ensure that at least one fully operational survival radio is on board the aircraft. Each aircraft crewmember will be equipped with survival radios when assets are available.

Page 32, paragraph 8-12c. Add the following:

For aircraft that do not have Army standardized survival kits, units will develop survival kits that meet minimum operational requirements.

Page 33, paragraph 8-14a. Add the following:

Only qualified, trained personnel, either military or civilian, will perform maintenance and inspections of ALSE. Unqualified personnel may assist qualified ALSE maintenance personnel.

Page 33, paragraph 9-1. Add subparagraph c:

All actions on nonstandard aircraft in FORSCOM will be coordinated with CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062.

Page 35, paragraph 10-1a. Add the following:

Forces Command AC FHP management forms can be submitted to CDR, FORSCOM via the Army mail system or electronically (e-mail).

Mailing Address

Commander

Forces Command

1777 Hardee Avenue, SW.

ATTN: AFOP-AV

Fort McPherson, GA 30330-1062

Electronic Address fhp@forscom.army.mil

Page 35, paragraph 10-5b. Add the following:

Program Element Codes (PE) will be utilized for the management and reporting of FHP execution. The PE assigned is by Unit type: 111011 Heavy Division, 111012 Airborne Division, 111013 Air Assault Division, 111014 Light Division, 112015 Separate Combat Units, 112001 CORP/Non-Div Combat, 113008 MEDEVAC Units, 113034 Intel Units, 121014 Force Training Units, 135197 Other Additional Activities, and 114001 Theater Aviation.

Page 36, paragraph 10-5f. Add the following:

Hours executed in support of counter drug, Training Support Battalion (TSB), FEMA, TACOM and ROTC will be reported as part of the unit's overall hour execution. The hours will also be identified separately in the remarks section of the FORSCOM FORM 503-R (Aircraft Programming and Utilization Flying Hour Report, figure 10-1). The remark entry will identify aircraft type and number of hours flown by day, night and night vision systems for these missions.

Page 36, paragraph 10-5k. Add the following:

Review of DA Form 1352/ULLS-A and FORSCOM

Form 503-R (**Figure 10-2**) will be an item of interest during the FORSCOM Aviation Resource Management Survey (ARMS).

Page 36, paragraph 10-8a. Add the following:

Units will submit their flying hour requirements to the FORSCOM FHP manager NLT the last day of January of the preceding year. (Example: Requirements for FY99 will be due to FORSCOM January 1998) FORSCOM Form 116-R will be utilized for submitting FHP requirements.

Page 36, paragraph 10-9a. Add the following:

Units will submit their quarterly flying hour execution estimates to the FORSCOM FHP Manager NLT 15 October of the year of execution. The FORSCOM Form 503-R will be utilized.

Page 36, paragraph 10-10a. Add the following:

FORSCOM units are required to submit a monthly FHP execution report on FORSCOM Form 503-R. Monthly reports are due to FORSCOM NLT the last day of each month.

Page 36, paragraph 10-11a. Add the following:

FORSCOM FHP manager requires written notification through command channels of any flying hour conversion.

Page 43, Add Appendices D,E and F:

APPENDIX D

Spouse Orientation Flight Program

D-1. General Information

The Spouse Orientation Flight Program is designed to provide an opportunity for FORSCOM aviation units to enhance a spouse's understanding of Army Aviation. With an effective program, FORSCOM is demonstrating its concern toward the spouses' crucial role in influencing soldier's career decisions. The combination of FORSCOM concern and spouse involvement is expected to increase morale and retention of Army aviation personnel.

D-2. Program Prerequisites

- a. The program will be a formal program executed by the units through MSCs.
- b. The orientation flights must be accommodated within the units approved flying hour program and at no Additional cost to the Government.
- c. The orientation flights must be conducted in the local flying area with no intervening stops, and should not be of more than 1 hour in duration.

- d. Program supervisors will provide an opportunity for all spouses in an approved target group to take part in the flight orientation program. An approved target group consists of only the spouses of FORSCOM aviators, non-rated crewmembers, and non-crewmembers.

- e. Spouse participation is limited to once annually with first time participants having priority.

- f. Spouse orientation programs must have written FORSCOM approval before implementation and for each occasion.

D-3. Spouse Orientation Programs

Requests for spouse orientation flight programs will be sent to CDR, FORSCOM, DCSOPS, Aviation Division, ATTN: AFOP-AV, 1777 Hardee Avenue, SW., Fort McPherson, GA 30330-1062 for approval. Requests must include as a minimum the following information:

- a. Target group and rationale.
- b. Participant selection criteria.
- c. Projected number of participants to receive orientation flights.
- d. Projected number of flying hours to be used.
- e. Date flights are scheduled to be flown.
- f. Training status of aircrews actually flying the missions.

D-4. Safety Requirements

- a. Orientation flights may be conducted only in multi engine cargo and utility aircraft during day VFR conditions.
- b. Qualified aircrew members who are current in the mission, type, design, and series will occupy the pilot and copilot stations during the entire flight. Aircrew members will be specifically briefed on cockpit discipline about this restriction.
- c. In Addition to restrictions imposed by AR 95-1, orientation flights will not include:
 - (1) Simulated emergency flight procedures.
 - (2) Unusual attitudes.
 - (3) Terrain flight techniques.
 - (4) Touch and go landings.
 - (5) Flight into known or forecast instrument meteorological conditions.
 - (6) Formation flights.
- d. Normal passenger safety considerations to include briefings and hearing conservation apply.

D-5. Monitoring

The Spouse Orientation Flight Program is highly visible. Consequently, it requires constant review and evaluation for regulatory compliance and overall effectiveness. Accordingly, the senior aviation

officer must monitor the planning and execution of the program at the installation.

D-6. Administering Spouse Orientation Programs

Units administering spouse orientation programs will prepare after action reports, which will include as a minimum the following:

- a. Number of flights by aircraft system.
- b. Number of hours by aircraft system.
- c. Total number of spouses carried.
- d. A narrative summary of the effect of the program on the objectives stated in D-1 above. It is suggested that each spouse complete a post orientation flight survey.
- e. Reports will be retained for a period of three years.

D-7. Sample Spouse Orientation Flight Program Survey

1. Which of the following best describes your understanding of the unit and aircraft's mission before the orientation flight?

Excellent Good Fair Limited None

2. Which of the following best describes the contribution this flight has made on your

understanding of the aircraft's mission?

Very Informative Informative Not Very Informative

3. What, if any, has been the effect of the spouse orientation flight program on your impression of the importance of the Army's mission?

Greater Appreciation Unchanged Less Impressed

4. Which of the following best describes your overall opinion of the spouse orientation program?

Very Worth-While Some Worth-while Little Value No Value

5. In your opinion, what could we do to improve the value of the Spouse Orientation Flight Program?

6. Name:

NOTE: When used, this survey questionnaire will be formatted and reproduced locally as required.

APPENDIX E

Annual Flying Hour Requirements Preparation Instructions (FORSCOM Form 116-R, Annual Flying Hour Requirements)

E-1. Heading

Submission Date: Enter date report was prepared.

Fiscal Year: Enter appropriate fiscal year.

Installation: Enter appropriate installation.

Unit: Enter appropriate unit designation.

POC: Enter name.

DSN: Enter POC DSN phone number.

COM: Enter POC commercial phone number.

E-2. Body

a. **Aircraft Type:** Enter each standard Army aircraft system for which FHP forecast is required IAW TC 1-210. If Additional lines are needed, use an Additional FORSCOM Form 116-R as a continuation sheet. Non-standard aircraft have no resources in the FHP and should not be reported on FORSCOM Form 116-R.

b. **Average Number of Aircraft on Hand:** Enter the average number of aircraft projected to be operating during the year.

c. **Aviators Authorized/Assigned:** Enter the number of aviators authorized by MTOE and

TDA and projected number of operational aviators assigned. Enter aviators for primary aircraft only.

d. **Aircrew Training Manual (ATM) Requirements:** Enter the total hours by type aircraft required for individual aviator training proficiency, based on projected number of operational aviators assigned.

e. **Unit/Combined Arms Training Hours:** Enter the number of hours by type aircraft required for unit and combined arms training.

f. **Mission Support Hours:** Enter the number of hours required for operational mission and maintenance support.

g. **Aircrew Training Manual Hours Accomplished within Unit/Combined arms training and Mission Support:** Enter the number of individual training hours accomplished in conjunction with unit/combined arms training and mission support.

h. **Simulator Hours:** Enter the projected hours to be flown in flight simulators credited toward individual proficiency requirements.

i. **Total hours required:** Add entries for d, e, and f, above; subtract g and h, and enter result. **(NOTE:** Total flying hours required must be within the maintenance capability of the unit/installation.)

E-3. Additional Remarks

Any Additional remarks can be provided on an Addendum sheet or attached cover memorandum.

[illegible]

APPENDIX F

Monthly/Quarterly FHP Execution Preparation Instructions. (FORSCOM Form 503-R, Aircraft Programming and Utilization Flying Hour Report)

F-1. Heading

Thru and To: Enter Addresses of higher headquarters as required. Only consolidated installation reports will be forwarded to HQ FORSCOM.

POC: Enter name of unit/installation POC.

DSN: Enter POC DSN telephone number.

COM: Enter commercial telephone number.

Unit: Enter unit designation.

Fiscal Year: Enter appropriate fiscal year.

Month/Quarter: Enter the month being reported. For quarterly reports, enter a roll-up for the three-month period.

Submission Date: Enter the date report was sent forward.

F-2. Section I

a. Aircraft Type: Enter each standard Army aircraft for which FHP execution figures were reported in Section I. Do not report non-standard aircraft.

b. Number of Aircraft: Enter the average number of aircraft on hand for that system during the reporting period.

c. Number of Pilots: Enter the average number of pilots, primary aircraft only, on hand during reporting period.

d. Program Element (PE): Enter the PE for the type unit the aircraft is assigned to. (I.e. 111011 for heavy divisions)

e. Day: Enter the number of day hours executed during the reporting period.

f. Night: Enter the number of unaided night hours executed during the reporting period.

g. Night Vision Goggle Hours: Report the number of night vision goggle hours executed during the reporting period.

h. Night Vision System Hours: Report the number of night vision system hours executed during the reporting period.

i. Total Hours: Total column e through

h. Enter total number of aircraft hours executed during the month/quarter. Quarterly execution totals should match the quarterly

execution forecast provided FORSCOM on 15 October in year of execution.

j. SFTS: Enter the number of hours flown in Synthetic Flight Training System (FSTS), or other simulators, credited toward individual proficiency requirements.

F-3. Section II

k. Aircraft Type: Enter each standard Army aircraft system assigned. If Additional lines are needed, use an Additional 503-R as a continuation sheet.

l. thru p: Monthly/Quarterly execution: For monthly reports enter the number of hours executed for that system during the reporting period (from the 16th of the month through the 15th of the next month). For quarterly reports enter current quarter and previous quarter's execution for that system. For example, if the report is for the first quarter, actual execution would be entered in the first quarter column with the balance of the annual allocation projected for execution in the second, third and fourth quarter columns. Projected execution for the remainder of the fiscal year is adjusted each quarter so that the sum executed quarters and projected quarter's column l thru o equals the annual allocation provided by FORSCOM. Enter sum of columns l thru o in column p. The second quarter report would reflect actual execution in the first and second quarter columns and projected execution in the third and fourth quarter columns. If errors are discovered in previously reported quarterly execution, adjust the current quarter execution to correctly reflect year-to-date execution. Do not change previously reported execution data. Round all hours to the nearest whole hour for this report. Do not report tenths of hours.

F-4. Section III

a. Enter other remarks as appropriate. For example to explain differences between forecast and actual execution levels (if variance exceeds 3 percent).

b. Special Mission Use. Enter by type aircraft; mission number, hours by day, unaided night, night vision goggle/system and total.

AIRCRAFT PROGRAMMING AND UTILIZATION FLYING HOUR REPORT (FORSCOM Suppl 1 to AR 95-1)								Requirements Control Symbol AFOP-111(R5)	
THRU				TO COMMANDER FORSCOM ATTN: AFOP-AV 1777 HARDEE AVENUE SW FORT MCPHERSON, GA 30330-1062					
UNIT		POC			SUBMISSION DATE		FY	QUARTER	
		DSN			COMMERCIAL TEL NUMBER				
SECTION I									
AIRCRAFT TYPE (a)	NUMBER OF AIRCRAFT (b)	NUMBER OF PILOTS (c)	PROGRAM ELEMENT (d)	DAY HOURS (e)	NIGHT HOURS (f)	NIGHT VISION GOOGLE HOURS (g)	NIGHT SYSTEM HOURS (h)	TOTAL HOURS EXECUTED DURING QTR (i)	SFTS (j)
TOTAL									

FORSCOM Supplement 1 to AR 95-1[illegible]

FORSCOM HELICOPTER OSA POST MISSION REPORT <small>(FORSCOM Suppl 1 to AR 95-1)</small>				
1. AIRCRAFT TYPE/TAIL NUMBER			2. MISSION DATE	
3. CREW DATA				
PILOT IN COMMAND	PILOT		CREW ENGINEER	
4. PURPOSE OF FLIGHT				
5. ROUTE OF FLIGHT BY LEG				
6. NUMBER OF HOURS FLOWN			7. PUJC CODE	
8. PASSENGER DATA <i>(NOTE: For Status, indicate (O) for Official Business or (S) for Space Available)</i>				
NAME	STATUS	RANK	FLIGHT LEG	NUMBER POUNDS CARGO
NAME OF AUTHORIZATION OFFICIAL			TELEPHONE	
NAME OF VALIDATOR			TELEPHONE	
NAME OF UNIT POC	SIGNATURE		TELEPHONE	

Sample Figure 3-1